

# Fuel for Thought

May 2004

The 939th Air Refueling Wing, Portland, Ore.

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## Maintenance members are 939th Professionals

by Maj Kirk Peddicord  
Commander, 939th Aircraft Maintenance Squadron

The 939th Aircraft Maintenance Squadron is made up of numerous AFSCs with the serious job of ensuring aircraft are safe and ready to fly all scheduled missions. We maintainers are not only responsible for the aircraft but for those that fly as well. Every time a plane goes up we have signed the forms saying it is safe and ready to perform that mission. This is a huge responsibility we have here in Portland and it is not taken lightly. That's professionalism.

Our mission has changed, our squadron has changed and, in the last eighteen months, so has our life style. Maintenance is being performed 6 a.m., to midnight five days a week. On at least two weekends a month we are here training our reservists. That is a huge commitment that has paid grand dividends. In the last eighteen months we have gone from rescue to tanker. Along the way have made a name for ourselves with the professionalism displayed all over the world. As an example, we had a borrowed aircraft that had a nose gear problem. We needed a facility to jack the aircraft and trouble shoot the problem. Three people went to Fairchild AFB to work the problem assisted by Fairchild's hydraulics shop. As the week went by, the problem proved to be extremely difficult to fix. Fairchild personnel needed to go back to fixing their own aircraft, but our people persevered in getting the plane fixed. They worked long hours and found the real problem. That in and of itself is a great tribute. However, when you add in the fact that it was winter and the three had to work in temperatures hovering around single digits in a hanger built in the 1930's, with no electricity or heat, and you have true professionals. The great thing about the maintenance people here at Portland is that they strive for perfection. That's professionalism.

I showed up here in 1999 never having been in the maintenance field. I was a B-52 pilot by choice (insert joke here). I had also spent time as an instructor and a C-5 driver. I went out to the HC-130 to get a tour from the crew

chief who was concerned that his aircraft was not getting the attention it deserved. I walked into that plane and was truly impressed. The seat covers were embroidered, the navigators table was beautiful, the floor even looked new. Not bad for a forty year old aircraft. While that plane was thought to be the dog of the fleet, I told the crew chief that the best looking B-52 was no where near as fine a looking aircraft as his. His pride of ownership stood out that day, and continues to show here at Portland. Anyone



photo by Maj Karen Magnus

*While the "Big Dawg" was away, Maj. Kirk Peddicord pretended to be at play.*

that wants to see what a great aircraft looks like needs to take a tour of Tail number 102. That is what pride of ownership means to the 939AMXS. In the coming months I know that the rest of our airplanes will look as good. That's professionalism.

Just one last thing to champion the cause of the maintenance troops and when I say maintenance I mean both

*Continued on page 5*

### Inside This Issue:

Barrett Farewell	Pg 3
Chief's Awards	Pg 6
83d APS	Pg 8
War Flag Flys	Pg 10
Hero's Award	Pg 12
"Fishy" Sculpture	Pg 13

# Congratulations

## Civilian

### Awards

Odilon Carranza  
David Craig  
David Nelson

939MXS  
939CF  
939AMXS

### ART Appointments

Michael Gonzalez  
Nolan Cooney (temp)  
Zachary Thiessen

939AMXS  
304RQS  
939MXS

## Military

### Welcome

MSgt Jon Borden  
Velincia Johnson  
SSgt Jason Colvin  
SSgt Erick Kirsher  
SSgt Matthew Poulton  
SrA Demian Abel  
SrA Ryan Congdon  
SrA Jane Dalglish  
SrA Peter Hablitzel  
SrA Kyle Johnson  
SrA Daren Rice  
A1C Frank Ritchey  
A1C Shawn Shultz  
A1C Kristy Williams

939ARW  
64ARS  
939LRS  
939MDS  
83APS  
304RQS  
939AMXS  
939MXS  
939MXS  
83APS  
939MDS  
939AMXS  
939MSS  
939LRS

### To Senior Master Sergeant

Rocky Hart

83APS

### To Master Sergeant

Donna Crone  
David West

939CP  
64ARS

### Awards

#### Meritorious Service Medal

TSgt John Karraker

939MXS

#### Aerial Achievement Medal

Col Donald Cavin

939ARW

#### Air Force Commendation Medal

Capt Laura Mancuso  
MSgt Steven Marx

939JA  
939CP

#### First Sergeant of the Year

SMSgt Rocky Hart

83APS

#### Senior NCO of the Year

MSgt David Craig

939CF

#### NCO of the Year

MSgt Mark Schackart

939MSG

#### Airman of the Year

SrA David Powell

939CE

### Promotions

#### To Colonel

Robert Ferek  
Joseph Davis  
Daniel Grassick

939MDS  
939MDS  
939MSS

#### To 1st Lieutenant

Ross Willson  
Quintin Nelson  
Christopher Bernard  
Mark Ross  
Samuel Fenstermacher

304RQS  
304RQS  
304RQS  
304RQS  
939OSF

## Fuel for Thought

This funded Air Force newspaper is an authorized publication for the men and women of the 939th Air Refueling Wing, Portland, Ore. Contents of Fuel for Thought are not necessarily official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force. The content is edited, prepared and provided by the public affairs office of the 939th Air Refueling Wing (AFRC), Portland IAP, Portland, Ore. Photos are Air Force photos unless otherwise noted. Submissions are appreciated. The mail address is: 939 ARW/PA, (Attn: Fuel for Thought), 6801 NE Cornfoot Road, Portland IAP, Portland, OR., 97218-2797.

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#### 939 ARW Commander

Col. Mark A. Kyle

#### Chief of Public Affairs

Maj. Karen Magnus

#### Public Affairs Specialist/Editor/Admin

Roger A. Edwards

# Command Chief Barrett bids AF Reserve adieu

My fellow citizen soldiers, it's time for me to move on to new challenges and opportunities. Effective 30 June 2004, I will be retiring from the United States Air Force Reserve with no regrets, but the fondest of memories.

As I reflect upon my career, it's not what I've accomplished personally or where I have traveled in the world that's been important. What's been important and significant to me is "YOU"; your well being, readiness, careers, and family. Without these concerns being at the top of our list, we can not fulfill the oath we have taken to serve our country.

Never forget that your importance goes way beyond your duty sections and the accomplishment you provide there-in. You can take great pride in knowing that you made significant contributions to providing freedom to millions of human beings who are experiencing it for the first time. You and I learned a long time ago that freedom is not free. It comes with the discipline to make moral choices that have positive consequences.

It is my prayer that I have been a good servant to you as a citizen soldier, First Sergeant, and Command Chief. Over two decades ago I had the good fortune of adopting a philosophy in my life from lyrics in a song I heard, "Because I have been given much I too must give." I want you to personally know my military commitment has not been a duty, but a calling.



Command Chief  
Dale B. Barrett, CMSgt, USAFR

I have learned so much from all of you and my Air Force community. It is these life lessons that I will take forward and apply to new opportunities and challenges with a team of men and women I've been working with for the past 3 years. You have taught me well, I will be forever grateful.

Thank you for being a part my life.

Command Chief  
Dale B Barrett, CMSGT, USAFR







photos by Maj Karen Magnus

MSgt David Craig, 939th Communications Flight, received the Senior NCO of the Year award from Col Mark Kyle, 939ARW Commander, in ceremonies held during the April UTA.



photos by Maj Karen Magnus

SrA David Powell, 939th Civil Engineer Squadron, received the Airman of the Year award from Col Mark Kyle, 939ARW Commander, in ceremonies held during the April UTA.



photos by Maj Karen Magnus

SMSgt Rocky Hart, 83d Aerial Port Squadron, received the First Sergeant of the Year award from Col Mark Kyle, 939ARW Commander, in ceremonies held during the April UTA.



photos by Maj Karen Magnus

MSgt Mark Schackart, 939th Mission Support Group, received the NCO of the Year award from Col Mark Kyle, 939ARW Commander, in ceremonies held during the April UTA.



photos by Maj Karen Magnus

Col Mark Kyle, 939th Air Refueling Wing Commander (left), presented the Air Force Commendation Medal to Capt Laura Mancuso, 939th Judge Advocate's Office, and MSgt Steven Marx, Command Post, in ceremonies held during the April UTA. He also presented Col Donald Cavin, 939ARW Vice Commander, with the Aerial Achievement Medal during the same ceremonies.



photos by Maj Karen Magnus

In ceremonies held during the April UTA, Col Donald Cavin, 939ARW Vice Commander, presented TSgt Edward Angle (middle) and MSgt Greg Thress, with Certificates of Training for their participation in the recent Workgroup Manager Course.



photos by Maj Karen Magnus

In ceremonies held during the April UTA, Col Donald Cavin, 939ARW Vice Commander, presented Wing Historian, MSgt Margaret Myers, with the Associate in Applied Science Aerospace Historian degree she earned through off duty courses with the Community College of the Air Force.



photos by Maj Karen Magnus

CMSgt Dale Barrett, 939th Command Master Chief, and Capt Kerry O'Leary, 939th Command Post Officer in Charge, pinned new master sergeant stripes on the newly promoted MSgt Donna Crone, also of the 939th Command Post, in ceremonies held during the April UTA.



photos by Maj Karen Magnus

*Capt Bridget Gessler, 939th Medical Squadron, was presented a coin from Col Mark Kyle, 939th Wing Commander, ceremonies held during the April UTA. The coin was for her outstanding work preparing for and during the recent Health Services Inspection.*



photos by Maj Karen Magnus

*In addition, Capt Gessler, was presented a Layette from Wing Family Support by her boss, Col James Ostrander, Medical Squadron Commander, for the child she is expecting.*



photos by Maj Karen Magnus

*939th Air Refueling Wing Commander, Col Mark Kyle, tacks on Rocky Hart's Promotion Enhancement Program advancement to senior master sergeant during an awards ceremony held during the April UTA.*



photo by Lt Col Dana Difford

*CMSgt Michael Steinbach, 939th Financial Management, was re-enlisted by Col Mark Kyle, 939ARW Commander, in ceremonies held during the April UTA.*



photo by Lt Col Dana Difford

*TSgt Scott Pastere, 83d Aerial Port Squadron, shakes hands with Col Mark Kyle, 939ARW Commander, following his re-enlistment in ceremonies held during the April UTA.*



photos by Maj Karen Magnus

*Even though CMSgt Maurice "Moe" Savoie officially retired in January, the 939th Maintenance Group held his ceremony during the April UTA. Here Lt Col Anthony Baity, Maintenance Group Commander, presents "United States Air Force Chief (Ret)" Savoie with his retirement certificate.*

## Maintenance members are 939th Professionals

*Continued from page 1*  
squadrons. We have two squadrons here in Portland. We have had the opportunity to witness some truly rare and interesting problems regarding the KC-135. We had to repair a rudder. That does not sound too bad until you find out that the entire vertical stabilizer ( the sticking up thing in the back) needs to be folded. So once again we head to Fairchild AFB. Once there, troopers from both squadrons work to arrange and coordinate all the logistics of equipment and expertise needed to complete this very delicate and tricky job (yes Mike, Operational Risk Management was accomplished!). The problem is, not that many people in the Air Force have ever folded a KC-135 vertical stabilizer. As a side note Fairchild is also home to a -135 guard unit and so there was a true total force working on this procedure. It was such a rare event that the Field Training Detachment instructors at Fairchild hauled their students out to see it,

along with video and digital cameras. Our people here in Portland are now the ruling experts in the field of folding a KC-135 vertical stabilizer. Pretty impressive considering 18 months ago we couldn't spell KC-135. Fairchild knows us well after having to use their facilities three times. I just returned from Fairchild and the squadron commander and the superintendent had nothing but great things to say about our people. That's professionalism.

Flight line people are often the unsung hero's because they are at the aircraft hours before take off and there hours after landing. Most everything they do is never seen. It makes me proud to be part of this team and even more so when we get comments from an active duty wing commander in Florida asking why his aircraft do not look as good as Portland's. It is even better when the wing executive officer of that base is told to call us to ask how we do it. The reason again, Professionalism!





## Chief's Awards

The "Chief's Awards" are presented annually by each of the 939th Air Refueling Wing's chief master sergeants, to the individual who, in that chief's opinion, provided outstanding support throughout the year to either the wing in general or to that particular chief. The awards simply express gratitude for a job well done. The awards: SMSgt Dale Barrett to MSgt Robert Shulman; CMSgt Michael Steinbach to TSgt Craig Butler; CMSgt David Roberts to MSgt Calvin Ekstrand; CMSgt Dennis Paul to TSgt Kevin Shirley; CMSgt Bob Davis to SMSgt Karen Carter; CMSgt Cathy Sevier to SMSgt Rocky Hart; CMSgt Douglas "Andy" Anderson to SSgt Stephen Kuchabsky; CMSgt Wayne Firth to TSgt Chad Chapman; CMSgt Ruben Evans to Mrs Linda Gross; and CMSgt Rex Dingman to TSgt Carol Ruvolo. The group above include some of the Chief's Award winners plus winners of the Annual Awards (i.e. Senior NCO of the Year, Airman of the Year, etc). Personnel in the group are (left to right) Rocky Hart, Ruben Evans, Calvin Ekstrand, Linda Gross, David Roberts, David Craig, David Powell, Mark Schackart, Chad Chapman, Wayne Firth, Robert Shulman, Cathy Sevier, Karen Carter, Bob Davis, Stephen Kuchabsky, Dale Barrett, Douglas "Andy" Anderson, Dennis Paul, Kevin Shirley, Carol Ruvolo, Rex Dingman, Craig Butler, Michael Steinbach and Loren Chapman.



During the April UTA, wing first sergeants were presented with a framed reprint of an article defining first sergeants. The article was written by MSgt John P. Gallagher, Jr., while he was Hospital First Sergeant at Fairchild Air Force Base. Pictured are (left to right) CMSgt Dale Barrett, Command Chief Master Sergeant; SMSgt Jay Jahangiri, Maintenance Squadron; SMS Rocky Hart, 83d Aerial Port Squadron, SMSgt Nicholas Watts, Logistics Readiness Squadron; SMSgt Karen Carter, Mission Support Squadron; MSgt Jason Beach, 64th Air Refueling Squadron, MSgt Frank Lovejoy, Aircraft Maintenance Squadron; and MSgt Judy Riley, Medical Squadron.



MSgt Mark Schackart, 939th Mission Support Group (left), MSgt Stacey Sweat, 939th Logistics Readiness Squadron and TSgt Dylan Wentworth, 939th Civil Engineering Squadron, are the newly appointed first sergeants for those organizations.

# Jumper defines “Airman”

By Gen. John P. Jumper  
Air Force chief of staff

*I am an Airman.*

*Note that's with a capital "A." It's just one letter at the beginning of the word, but it signifies a great deal. The reason it is capitalized is simple: Airmen in the United States Air Force are the heart and soul of our unique fighting force, and should be identified by a proper noun.*

*As young children, when we began to read, we learned a capital letter at the front of a word signified something special or important — like our own name, our hometown, and our country. And this was reinforced through our education and professional life. When we see a capital letter, our minds automatically emphasize that word, and we bestow an increased importance on that person, place, or thing. It is time to formally add our profession to that list of important and special nouns.*



*U.S. Air Force Photo by Tech. Sgt. Jim Varhegyi*

*General John P. Jumper  
Air Force Chief of Staff*

*You may have seen or heard something about my guidance to capitalize the word “Airman.” It is appropriate to do so, in recognition of our rich history, and to emphasize our unparalleled role in the defense of America.*

*Our Air Force is the finest air and space force in the world because of the generations of professional Airmen that have devoted their lives to dominating the skies. Capitalizing the word “Airman” recognizes their historic achievements and signifies our unique contributions to fighting and winning America’s wars. It shows we’ve earned the respect a proper name imparts.*

*For 38 years of my life, I’ve been proud to wear the uniform of the United States Air Force. And, whether you’ve worn it as long as I have or just recently joined our team, I know we all feel the same sense of pride. Regardless of the uniform we wear, the specialty we hold, the badge over our pocket, and whether we are active duty, guard, reserve, or civilian, first and foremost, we are Airmen.*

*We are one Air Force and we are Airmen.*



*photos by Maj Karen Magnus*

*Col Joseph Davis, 939th Medical Squadron, Col Daniel Grassick, 939th Mission Support Squadron, and Col Robert Ferek, 939th Medical Squadron, celebrated their new promotions with their fellow Reservists during the April UTA.*



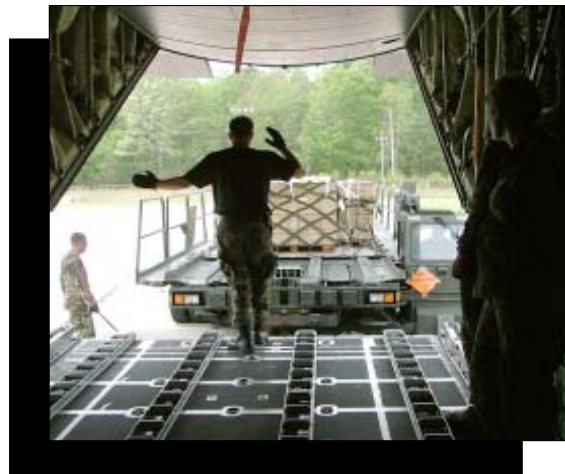
# 83d trains in Charleston

Twenty-one members of Portland's 83d Aerial Port Squadron recently participated in a joint training program held at Charleston Air Force Base, Charleston, S.C. The program was designed to integrate active duty, reservists and activated reservists into one smoothly operating team prepared to deploy anywhere in the world and accomplish their assigned mission.

During the two-week training program the Portland team planned cargo loads, built up cargo pallets, loaded cargo aboard aircraft and actually tracked the cargo to its destination. They trained on the ground vehicles used in their work and they studied the special handling requirements necessary to handle hazardous materials, weapons and munitions and other "special" cargos to other parts of the globe.



On the ramp loading a C-130 (left) are SSgt Mangum, 437APS, SSgt Shannon Payne, 83APS, and TSgt Pack, TSgt Hamlin and SSgt Abraham, all of the 437APS. In the picture below, The group brings a loader in so that it is lined up for easy off-load of cargo.



TSgt Tom Gambill (above) received hands on training in the Global Air Transportation Execution System, an automated management and tracking system for processing and tracking cargo and passenger information.



60K Tunner (vehicle) training is difficult to get, we don't have any of that equipment here, MSgt Timothy Mayhew, SSgt Shannon Tuma, SSgt Perry Bertas (left) receive instruction from SSgt Jon Connor of the 437th (below).



SSgt Cheyenne Strachota, 437APS, trained SrA Charles Fields and SrA Gregory Abel on PAX terminal functions.

photos by Maj Karen Magnus



MSgts George Winslow and Michael Whitney (right side of the photo at left) work pallet build up and the GPS tracking system for all cargo.





*Col Mark Kyle, 939th Air Refueling Wing Commander; Col Donald Cavin, 939ARW Vice Commander; Lt Col Anthony Baity, 939th Maintenance Group Commander; and Maj Kirk Peddicord, 939th Aircraft Maintenance Squadron; were on hand on April 4, to greet wing Reservists returning to Portland after their deployment to Ramstein Air Base, Germany in support of Vanguard 2004, NATO's recent Combat Search and Rescue exercise.*

## DOD personnel system to become more responsive

by Jim Garamone  
American Forces Press Service

4/2/2004 - WASHINGTON (AFPN) — A letter signed by Defense Department leaders asks DOD civilian employees to be patient as teams work to make the new National Security Personnel System a reality.

The April 1 letter, signed by David S.C. Chu, undersecretary for personnel and readiness, and Navy Secretary Gordon England, stresses that DOD sees the new personnel system as a combined effort.

The system, passed as part of the fiscal 2004 National Defense Authorization Act, allows DOD officials to transform the civilian personnel system to make it more agile and responsive.

Defense Secretary Donald H. Rumsfeld said the new system would make it easier for the department to make new hires and keep highly skilled employees. It also would allow DOD to move workers to shortage specialties as national security concerns change, he said.

In the letter, Mr. Chu and Secretary England state, "We are determined to take the time necessary to do the job right."

Taking time will allow the department to consult with employees, managers and unions, a DOD spokeswoman said. The letter encourages people interested in the system to present their thoughts, ideas, views and concerns.

Department officials are also working with other

government agencies as they develop the new system. They are consulting with people at the Office of Personnel Management, the Office of Management and Budget and the Government Accounting Office as the new system takes shape. They are also taking lessons from the Department of Homeland Security, which built its own personnel system after it was formed last year.

Five teams within DOD are looking at process, personnel, programs, requirements and communications, officials said. A sixth team will draw recommendations from these five together in one package. That proposal is scheduled to be presented to Secretary Rumsfeld and other senior leaders in April.

Once approved, senior leaders will work with Congress on implementing the system.

Mr. Chu and Secretary England said that the system still is being formed, and few details about how the system would work are available because there is no system yet. Concepts and proposals will change over time and department leaders will do their best to keep employees informed, they said.

Information will be available on the DOD and DefendAmerica Web sites, the Pentagon Channel and local commanders' television programs. The new system also has its own website at [www.dod.mil/nsps](http://www.dod.mil/nsps) with news and information about the program. There is also a link on the Web site to sign up for automatic e-mail updates on NSPS.

# Revolutionary War flag waves at 939ARW

by Roger Edwards

Like Americans everywhere in today's world, Air Force Reserve members are engaged in history making events. But one office at Portland's 939th Air Refueling Wing holds a shrine to early American history; the blood spilled and the battles fought in America's first war – the American Revolution.

First Lieutenant Stephen R. Lee, the 939th Military Personnel Flight Commander, flies the first "Old Glory," the original 13 star flag design officially adopted by America's first Congress on June 14, 1777. It's framed and placed in a position of honor facing the lieutenant's desk.

"I can't prove it," says Lieutenant Lee, "but I believe this flag was actually made on site on a naval vessel of war, from the pattern designed by Francis Hopkinson and approved by congress, and that it was flown in battle during the Revolution."

Francis Hopkinson, according to the website at <http://www.usflag.org/>, was a popular

patriot, a lawyer, a Congressman from New Jersey, a signer of the Declaration of Independence, poet, artist and distinguished civil servant. He almost certainly was the person who designed the first official Stars and Stripes while he served as a member of the Continental Navy Board.

According to the website "The design of the first Stars and

Stripes by Hopkinson had the thirteen stars arranged in a "staggered" pattern technically known as quincuncial (see



photograph) because it is based on the repetition of a motif of five units. This arrangement inevitably results in a strongly diagonal effect. In a flag of thirteen stars, this placement produced the unmistakable outline of the crosses

of St. George and of St. Andrew, as used together on the British flag. Whether this similarity was intentional or accidental, it may explain why the plainer fashion of placing the stars in three parallel rows was preferred by many Americans over the quincuncial style."



*1st Lt Stephen R. Lee and his Revolutionary War flag*

photos by Roger Edwards

Lieutenant Lee got the flag from one of his history professors, a Professor Grigsby, at Southeastern Louisiana University. "I'm a history buff," he said, "and Grigsby seemed to appreciate my enthusiasm. I talked with him about my fascination with flags – ideas about why people design these banners to represent themselves – and he let me have this flag he had bought at a yard sale in the 1930s for his collection of historical memorabilia.

"He told me that he would rather let me take it and appreciate its historical value, rather than leave it to his children for auction to the highest bidder.

"Although neither Professor Grigsby or I ever had the flag officially authenticated, there are clues about its origin and history," he continued. "I believe it was originally made and used on a ship because of the way it's made, worn and repaired. One of our comrades familiar with the effects of gun fire and shrapnel has identified some of the damage on the flag as being caused by bullets passing through (picture at left); and a doctor has tentatively identified some of the flag's stains as possibly being blood."

But even if all the clues are wrong, the flag continues to fill its prime function – bringing America and its history to life for everyone who sees it.



# Tricare details dental coverage

(Editor's Note: The following information is taken from a Department of Defense brochure titled "Healthcare Benefits for Reserve Component Members." It is available for downloading from the internet at <http://www.tricare.osd.mil/RNGOLBrochure/dental.cfm#>.)

## Dental Coverage

The TRICARE Dental Program (TDP) is a voluntary dental insurance program for the Selected Reserve, Individual Ready Reserve, and all eligible uniformed services family members. This program is administered by United Concordia Companies, Inc. To be eligible, you must have at least 12 months of service commitment remaining and participate in the program for at least 12 months after which enrollment is month to month.

Beneficiaries may seek care from a network of 50,000 providers (you can also use non-participating providers, at an additional cost). The TRICARE Dental Program pays a percentage of a participating United Concordia dentist's bill depending on the service provided; the patient pays the remainder (if any) - the cost share. Members in grades E-1 to E-4 pay a reduced cost share for certain services. TDP limits how much can be paid for dental services annually per enrollee. Each contract period begins February 1 and ends January 31 the following year. To prevent a delay in coverage, make sure your family's DEERS information is up-to-date.

## Reserve Component Members

Selected Reserve members are responsible for just 40 percent of the monthly premium; the Government pays the rest. Other Reserve component members are responsible for the full premium. When called to active duty for more than 30 days, you are eligible for dental care at MTFs free of charge, and thus are automatically disenrolled from the TRICARE Dental Program.

## Family Members

Eligible family members are invited to enroll, even if you, the sponsor, do not. Family members are responsible for the full premium, except when you are called to active duty for more than 30 days, which reduces the premium share to 40 percent; the Government pays the rest. Although family members enroll under the sponsor's Social Security number, there will be two separate premium payments - one for you, the sponsor, and one for family members. NOTE: Family members are not bound by the 12-month minimum enrollment commitment if the sponsor is ordered to active duty for a contingency operation as defined in law. In this case, you have 30 days from activation to submit the enrollment application. Family members must remain enrolled during the entire active duty period in support of the contingency operation.

## For More Information

Additional information on the TRICARE Dental Program is available at the United Concordia Companies, Inc. Web site at <http://www.ucci.com/was/uccweb/tdp/tdp.jsp>, or call toll free 1-800-866-8499 for general information, or 1-888-622-2256 to enroll.



*Josh Boardman (center), has achieved a goal earned by only a few. He was recently designated as an Eagle Scout by the Boy Scouts of America. Robert Boardman of the 939th Maintenance Operations Flight, and his wife, Karen, have supported Josh's goals in Scouting since he became a Cub Scout at seven.*

*photo by Karen Boardman*

## Rescue wins heroism award

# 304th PJs participate

PATRICK AIR FORCE BASE, Fla. - A daring, nighttime combat rescue last year in Iraq earned three aircrews from the 920th Rescue Wing here a prestigious award for heroism.

The Jolly Green Association will present its 2003 Rescue Mission of the Year Award to HH-60 helicopter crews Jolly 23 and Jolly 24 and HC-130 tanker plane crew King 50 during the association's convention in Fort Walton Beach, Fla., May 1. Air Force rescue units worldwide compete for the award that recognizes the flight, aircrew or individual performing the most outstanding rescue mission of the year.

"Troops were suffering from possibly fatal wounds and needed to be extracted from the danger," said Maj. Steven White, Jolly 24 aircraft commander. "Someone had to get them. I'm sure they would have done the same for us."

On April 7, 2003, a blinding sandstorm and the threat of heavy enemy ground fire hampered efforts to reach 10 wounded Special Forces soldiers pinned down four miles south of downtown Baghdad. Two other soldiers were killed when their team was ambushed in street-to-street fighting.

The joint search and rescue center scrambled the Air Force Reserve Command helicopters from their forward operating location at Tallil Air Base, Iraq. At one point, Jolly 24 lost sight of the lead Jolly 23 because of poor visibility and had to perform a "rejoin maneuver."

En route to the rescue site, the helicopters joined an escort flight of A-10 fighters and proceeded toward Baghdad at maximum speed, flying 50 feet off the deck. Throughout the flight, a variety of enemy threat systems "locked on" the helicopters, and the rescuers were able to counter the systems.

When they arrived at the scene, the helicopter crews were told to "land inside the square of armored vehicles." Because of the firefight intensity, Maj. Antonio D. Cunha, Jolly 23 aircraft commander, and his crew decided to land both helicopters.

Pararescue specialists Tech. Sgt. Jason Songer from Jolly 23 and Tech. Sgt. Richard Barnes from Jolly 24 evaluated the injured and determined two of the soldiers needed immediate care. The other injured would stay behind until rescue conditions improved.

After the pararescue specialists or "PJs" administered life-saving medical care to the critically injured, the helicopters flew toward the blacked-out An Najaf airport. Upon landing, the PJs and flight engineers Master Sgts. Stephan Schwarz and Michael P. Decker carried the two litter patients to a waiting MC-130 aircraft for transport to a medical facility.

When they lifted off, the helicopters had only 20 minutes of fuel remaining but a 60-minute flight back to their base. Maj. Donald Stukey, King 50 aircraft commander, and his crew were standing by for such an emergency. Within 10 minutes, the tanker arrived to refuel the "thirsty" helicopters, which then returned to Tallil AB.

"It was a pitch-black night, sandstorm blowing, and we were still able to get fuel so we could get back to safety ourselves," said Major White. "I'm proud to fly with such brave crews. We saved lives and came back home ourselves because we wouldn't let each other down. This is really what it is all about."

U.S. Central Command officials later confirmed that the soldiers would have died if the reservists had not rescued them.

"The heroic efforts of the crews saved the lives of two soldiers and proved once again why our motto is 'That others may live,'" said Col. Timothy E. Tarchick, 920th RQW commander. "These citizen airmen - all part of our Air Force Reserve Command unit - truly define for our community what service is all about."

Four of the rescuers are from the 304th Rescue Squadron at Portland International Airport, Ore. They are Sergeants Songer and Barnes, and 1st Lts. Mark Ross and Quintin Nelson, combat rescue officers. The other rescuers are from Patrick's 301st and 39th RQSS.

The primary mission of the 920th RQW is combat search and rescue. In Florida, the unit also provides humanitarian search and rescue support for civilians who are lost or in distress. (AFRC News Service from a 920th RQW news release)



*Lt Col Elaine Barron, 939 Mission Support Group Deputy Commander, presents a check for \$3,000 to Col (Ret) Howard H. Bauer in a ceremony recently held at the Columbia Pointe Club. The check was first prize in the recently concluded "Travel the World on Us" military club membership drive contest.*



# Barrett wins with “fishy” wood sculpting

by Roger Edwards

He's only been carving fish for a year or so, and he just took second place in the novice category at the Brant Wildlife Festival and Canadian Fish Carving Championship in Brant, Canada.

“Carving fish is therapy for me,” said CMSgt Dale Barrett, Command Chief Master Sergeant for the 939th Air Refueling Wing. “The endless details I need to absorb and reproduce on a given project are so engaging it drives everything else out of my mind. In its own way, it's very relaxing.”

Turning a block of hard wood into a lifelike sculpture of a fish is time consuming. The chief claims that when he carves a fish he wants the finished product to look like it might swim away if you take your eyes off it. That takes time and technique he says he is still perfecting. “To produce a realistic model might take 40 or 50 hours just on the fish” he says, “and a similar amount of time on its environment.”

“Take scales for example. On my first fish, I carved the scales in backwards. Now I've discovered how they're done – what makes a fish scale look like a fish scale. Did you know that each scale on a living fish has a touch of color right at its tip? The color is mostly silver on the bottom of the fish, and gold or another color on top – but it's there on each and every scale. To make my model look real, that color has to be there – on each and every scale.”

Chief Barrett's brother, Edwin “Ed” F. Barrett, is responsible for getting the chief into the hobby. Ed has been carving fish for about three years and recently won first

place for a wall mounted carving of a Rainbow Trout at a world wide competition held in Maryland. “We were in his garage one evening,” said Chief Barrett, “and I picked up on what he was doing.

“I thought I'd give it a try.”

Although well carved models have been known to sell for



photos by Linda Barrett

*Chief Barrett's carving of a Crooked River Rainbow Trout won the second place prize in the novice category at the Brant Wildlife Festival and Canadian Fish Carving Championship held in Brant, Canada.*

\$1,200 or more, Chief Barrett says “My goal in all this is not making money. I'm simply enjoying myself. It's so different from everything else I do.”



## Don't be a statistic

# Learn bike safety

by SMS Scott Smith  
939th Operations Group

It's that time of year again, when the flowers start to bloom. It doesn't rain much and you get the urge to get out and do something. For many of us that something is to get on our bicycle and hit the open road or that nice single-track trail you found up in the west hills. But before you hop on your bike and start pedaling there are some very important facts you should know.

There are 85 million bicycle riders in the US. About 800 bicyclists die and approximately 540,000 bicyclists visit emergency rooms with injuries every year. Of those, about 67,000 have head injuries. 1 in 8 of the cyclists with reported injuries had brain injuries. Two-thirds of the deaths are from traumatic brain injury.

So this begs the question, where is your brain bucket? If you're one of those people who think helmets:

- A. Make me look goofy
- B. Aren't cool enough
- C. Make me sweat too much or mess up my hair
- D. Take away from the "purist" approach to cycling

Consider this:

**Two percent of motor vehicle-related deaths are bicyclists.** Among a majority of those killed, most are due to head injuries from not wearing helmets. Helmet use has been estimated to reduce head injury risk by 85 percent.

Nineteen states and the District of Columbia have helmet laws applying to young bicyclists.

In the state of Oregon, children under the age of 16 are required to wear a helmet. So do your kiddies a favor and enforce the helmet law, no matter how short a ride or type of trike, bike, skateboard or rollerblades they might be riding

**Am I visible?** You are legally required to have a red rear reflector on your bicycle at night but would have to be a nut not to have more. Reflective clothing or vests, a flashing red taillight and a helmet or handle bar mounted headlight are all good pieces of equipment to help make you stand out.

**Where am I riding?** If you're riding on a sidewalk or against traffic you are definitely in the wrong place. Cyclists are required to follow the same rules of the road as cars. The Portland/Vancouver area is covered with bicycle lanes and those can help minimize the risk posed by traffic, but it's still very important to ride defensively. Keep your eyes moving and your head on swivel at all times, especially when there is reduced visibility due to inclement weather or low light conditions.

If mountain biking is your passion, safety is just as paramount. Helmets are still a must as well as any other

protective equipment you might need depending on the type and severity of the terrain. Mountain bike risk is less about traffic and more about the risks you take. Mountain bike technology today allows cyclist to go further and faster on just about any type of terrain you can imagine, making accidents difficult to avoid. It's very important to know your limits -- and just as important to know and respect the limits of the bicycle you're riding.

Arming yourself with the knowledge that most cars, whether they know it or not, are out to kill you, can keep you be more aware of the dangers that lurk out there and help you prepared for the next time you venture out on your bike.

Now that we've looked at the harm caused by bicycling, let's look at the benefits. The risk involved in not bicycling (or getting some equivalent form of exercise) has much more serious and more certain results. According to "Pedaling Health," a sedentary lifestyle fosters coronary heart disease, strokes, obesity, and type II diabetes. An excellent way to fight such life destroyers is to travel by bicycle. Pedaling Health indicates that the equivalent of 60 miles a week provides all necessary protection.

A person who bicycles six hours a week reduces his or her chance of death by coronary heart disease alone by over four times as much as he increases his chance of death through a traffic accident. So get out there and enjoy that beautiful weather and ride your bike.

### Bicycle Accident Stats

**98% of all cycling deaths were as a result of not wearing a helmet.**

**746 bicyclists were killed in crashes with motor vehicles in 1999. This is 1 percent fewer than in 1998 and down 26 percent since 1975. Bicycle deaths are most likely to occur in summer. Deaths are most likely to occur on Fridays and Saturdays. The peak time is 3-9 pm.**

**Ninety-eight percent of bicyclists killed in 1999 reportedly weren't wearing helmets.**

**Deaths of older bicyclists are an increasing problem. Seventy-one percent of 1999 bicycle deaths were riders 16 years and older. This compares with 32 percent of bicycle deaths in 1975.**



# Hydrate for safety

by Lt Col Jay Pyles  
Chief, 939ARW Safety Office

On a sailing yacht crossing the Pacific, a mast fails and falls. One of the sailors is crushed and the yacht sends out a "Mayday" call. They rendezvous with a Chevron tanker and the sailor is transferred. Portland PJs board an HC-130 and are launched in the middle of the night. Their mission -- to jump into the Pacific 1,200 miles from shore with a rubber boat in a box.

The PJs make it to the tanker and do an unbelievable job of keeping the sailor alive.

There I was; 24-hours and 600 miles later, in a two ship HH-60 formation with an HC-130 for escort and refueling. The day was beautiful – sunny and about 70 degrees. I would like to have been able to make it a long tale with stories of horrible weather and heroic acts – but it was really pretty nice.

There was a challenge though. The helicopter flight to recover the sailor consisted of 8.5 hours and five air refuelings; all without getting out of the seat. Unlike my new stead, once you're in the seat of an H-60, that's where you stay. That in itself makes for an interesting challenge in relieving yourself of fluids that are consumed during the flight. We used Urinal Bags, Disposable (piddle packs). I really didn't want to use them; my other pilot had no problem. Because he was and is an athlete, he drank lots of water, stayed hydrated, and used just about every piddle pack on board. I drank very little and didn't use a single bag.

What's the moral to the story? At the end of the flight the athlete was in great shape. I, on the other hand, had a headache that wouldn't quit and felt pretty disoriented (Ok, more than I normally am). I needed to remain hydrated, if not for my health, for the safety of the mission and crew. We now fly extremely long flights in an aircraft with poor air-

conditioning, and although we have better onboard facilities than the HH-60, it's easy to forget to drink water and get dehydrated. We need to avoid this condition for our health, the safety of the crew and accomplishment of the mission.

## SIDEBAR:

Dehydration is bad, but recently awareness of the phenomena of over-hydration has been highlighted. The American Medical Athletic Association (AMAA) released this bulletin last fall.

**"NEW YORK** - With the temperature predicted to reach 71 degrees Sunday for the New York City Marathon, the American Medical Athletic Association has warned runners against over hydrating. Overhydration, also known as hyponatremia, occurs when fluid intake exceeds fluid loss during exercise, throwing off the balance between the body's water and sodium levels. When the blood has too much water and too little sodium, the brain swells and pushes against the skull. "Runners often drink as much fluid as possible to avoid dehydration and to stay cool," said Dr. Arthur Siegel, a member of the AMAA. "But excessive intake of water and sports drinks can lead to nausea, vomiting and in the most severe instances, seizures, coma and even death. "Runners should not drink more than 16 to 24 ounces of fluid one to two hours before running a race, and should drink moderately during the race."



U.S. Air Force Photo

## Bicycle Accident Stats (con't)

Four states (California, Florida, New York, and Texas) accounted for 43 percent of bicycle deaths in 1999.

More bicyclists were killed in urban areas than in rural areas (64 percent compared with 36 percent) in 1999.

Thirty-five percent of bicycle deaths in 1999 occurred at intersections.

Fifty-seven percent of bicycle deaths in 1999 occurred on major roads, and 37 percent occurred on local roads.

Fifty-nine percent of bicycle deaths among children younger than 13 and 27 percent of adult bicycle deaths occur on minor roads. Adult bicyclists are more likely than children to be killed on major roads (67 percent compared with 38 percent).

## Ask Sergeant Look Sharp

### Question of the month...

#### With the dining out coming up, what are some uniform tips?

Do not wear beret or bloused trousers with combat boots with semi-formal, mess dress uniforms.

Reference: AFI36-2903  
Chapter 3 – Table 3.6  
Pg 83 Note: 1

There is no space between the rows of ribbons.

The lapel of the service coat may cover a portion of the ribbons and badges.

Women are authorized to wear ribbons in multiples of four or six.

Reference: AFI36-2903  
Chapter 4 – Table 4.2 Pg 89 Notes: 1, 2, 3

### Did you know...

#### Arrangement of Medals by Rows...

WITH HOLDING BAR: The maximum length of

holding bars for medals is 2 3/4 inches. When wearing fewer than five miniature medals or four regular-size medals, expose all. If wearing more than four miniature or three regular medals on one row, each medal equally overlaps the medal to the left. The overlap does not exceed 50 percent. Expose the medal nearest the lapel. Stack and center the second or additional row of medals upward. The medal overlaps approximately 50 percent of the ribbon on the row below.

#### WITH MOUNTING BAR:

Wear the medal with the highest precedence on the top row nearest the lapel. Stack and center the second and additional rows of medals below. The medal will overlap approximately 50 percent of the ribbon on the row below.

Reference: AFI36-2903  
Chapter 4 – Para 4.1 - Pg 88 Notes: 1, 2

### Acronym of the month...

TACP - Tactical Air Control Party

Reference: AFI36-2903  
Attachment 1 - Pg 100

### Term of the month...

Accouterments - Medals, ribbons, insignia, badges, US insignia, tie tack or clasp, belt buckle and emblems, tags, scarves, gloves, and so forth, authorized for wear on or with any uniforms.

Reference: AFI36-2903  
Attachment 1 - Pg 101

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